

MEETING SUMMARY: AVIATION ADVISORY COUNCIL

Meeting Time and Location

The first Aviation Advisory Council meeting for the *Louisiana Statewide Transportation Plan Update* was held on April 18, 2001 at the Marriott Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Advisory Council Members/Representatives

- ☐ Randy S. LaCaze, City of Natchitoches
- ☐ Revius Ortique, Jr., NO Aviation Board
- ☐ Roy Williams, NO Aviation Board
- ☐ Glen Smith, LAA
- ☐ Glenda Jeansonne, LAA
- ☐ Roy Miller, Shreveport Airport Authority
- ☐ Anthony Marino, Baton Rouge Metropolitan Airport
- ☐ Paul Hurley, Krebs, LaSalle, LeMieux
- ☐ Danny Young, LA Travel Promotion Assoc.
- ☐ Jon Grafton, England Airpark
- ☐ Rock Lasserre, Jr., Governor's Aviation Advisory Board

Non-Member LDOTD Staff

- ☐ Tony Culp
- ☐ Art Rogers
- ☐ D.J. Webre

Consultant Team Members

- ☐ Dale Janik, Wilbur Smith Associates
- ☐ Scott Sanders, Wilbur Smith Associates
- ☐ Mike Maynard, Wilbur Smith Associates
- ☐ Phil Brodt, GCR
- ☐ Mookie Patel, GCR

Others

- ☐ Karen Parson, RPC
- ☐ Cheryl Gansoulan, GAA & LAA
- ☐ Lloyd Blount, LDEQ
- ☐ Larry LeJeune, Governor's Aviation Advisory Board
- ☐ Larry Johnson, NO International Airport
- ☐ Sean Hunter, NO International Airport
- ☐ Darrel Saizan, NO International Airport

Meeting Purpose

The purpose of this meeting was to provide Advisory Council members with an overview of the Plan Update, a review of aviation related elements discussed at the first Statewide Transportation Conference held in New Orleans on July 31-August 1, 2000, and to discuss strategic issues and suggested changes to the overall goals and objectives included in the 1996 *Statewide Intermodal Transportation Plan (SITP)*. In addition, Benchmarking objectives were discussed to gather Advisory Council input as to which benchmarks should be included in the *Louisiana Airport System Plan (LASP)*.

Summary of Meeting Comments

Important items discussed at the meeting are summarized as follows:

- ❑ A-9: Fund airfield and passenger terminal capacity improvements. A representative of the Louisiana Airport Managers Association (LAMA) stated he wanted the wording changed to “Fully fund”. The representative indicated a letter of support to the legislature will be sent from LAMA urging full funding for terminal improvements.
- ❑ A 12: Anthony Marino, Director of Baton Rouge Airport, indicated Baton Rouge objects to A 12.
- ❑ Justice Revius O. Ortique Jr. asked why the state was entertaining a new airport in SE LA. He indicated the New Orleans business community is questioning the rationale for studying the issue.
- ❑ Glenn D. Smith of LAA stated the new airport study is to “look at” the issue through a feasibility study. The Louisiana Airport Authority (LAA) study is due at the end of May followed by an environmental study. On May 16 the governor is to meet with Schiphol USA.
- ❑ Justice Ortique asked if the investors interested in building a new airport half way between New Orleans and Baton Rouge are foreign investors. Glenn Smith indicated that they were domestic investors.
- ❑ Wording of A8 and A12 constructing terminology implies that the new airport “will be” constructed. This wording raises concerns about the media’s perception of the issue. Also, it was suggested that wording be added including economic development such as manufacturing, industrial facilities and distribution centers at the new airport facility. Questions arose regarding the wording as to whether “replacing facilities” should continue to be included in the text.
- ❑ Soft infrastructure – Discussion MIA model
- ❑ Quick Take does not apply to aviation in Louisiana.
- ❑ 2.3.12: Number of foreign cities with direct air service from Louisiana. Wording should be changed to “direct, non-stop” air service.

- ❑ 2.3.13: Number of Louisiana airports in top 30 U.S. airports (based on enplanements). Concerns were raised as to why top 30 was chosen. Tony Culp indicated that the number was selected by the Governor's Aviation Commission and that the Advisory Council can set new recommendations.
- ❑ 2.3.16: Number of airports that can accommodate international jet aircraft. Jon Grafton of England Airpark is concerned about the 10,000-foot runway length requirements. He indicated international flights (B747) go in and out of England Airpark with less than 10,000 feet on a regular basis.
- ❑ 2.3.17: Number of airports that can accommodate commercial jet aircraft. Similar questions were raised about a 7,600-foot runway length. Is this length too limiting?
- ❑ Access commercial service - percent of residents within 90/60 minutes. This drive time may be too limiting for airports such as New Orleans with low cost carriers i.e., Southwest operating at it. New Orleans indicated some passengers drive as much as 4 hours to board a Southwest flight.
- ❑ Ag Sprayers – The LASP should include a method of determining coverage of ag sprayer base of operations. Ag aircraft have a limited range due to the cost of ferrying aircraft to get in position to spray crops. Ag sprayers work best within a range of 1-2 miles of base airport, 3-9 miles is considered cost effective but not preferred and 10 miles and over is considered uneconomical.
- ❑ Growth in ag spraying is in the forestry sector.
- ❑ Roy Miller volunteered to be the Aviation Advisory Council Chairman. There were no objections.

WRITTEN COMMENTS REGARDING SUGGESTED PLAN BENCHMARKS (By Category)

ACCESS

Add a benchmark for specialty services or types of functions which have developed at a given airport for a service (i.e. repair, waterway landings, vertical facilities) that airport offers or utilization due to customers avoiding situations (i.e. small aircraft avoiding busy passenger carrier airports)

LL - Governor's Aviation Advisory Commission

1. I think it should be extended to 2 1/2 to 3 hours *(Regarding commercial service benchmark of % of residents within 90/60 minutes of a CS facility)*

2. I think 1 hour *(Regarding general aviation benchmark of % of residents within 30 minutes of GA facility)*
CG – GAA & LAA

Consider Border State (Oklahoma, Arkansas, Texas) impacts on access to air travel –
RM – Shreveport Airport Authority

Community support can be measured by the passage of a bond issue.

DW – LA DOTP

90/60 minutes should be expanded 4hr/3hr (*Regarding commercial service benchmark of % of residents within 90/60 minutes of a CS facility*)

30 minutes should be expanded to 2 hour (*Regarding general aviation benchmark of % of residents within 30 minutes of GA facility*)

RL – Gov. Aviation Advisory Commission/LA. Air Trans. Advisory Council

Vision 2020 – “Direct” should be defined as: “Cities that can be reached by getting on an airplane and not having to get off before the destination.” (Not just non-stop).

LJ – New Orleans Intl. Airport

Availability of low-fare alternatives.

Number of “low-fare” carriers.

Average yield less than national average.

Percentage of top 20 markets with daily nonstop service.

RW – New Orleans Aviation Board

Nature of Service – Is this a destination airport – what % of passenger?

Is airport convenient to highways/interstate roads?

High/Low general aviation capacity.

Existence of “Private” Access road.

JRO – New Orleans International Airport

No commercial service.

GA airport - @ 60,000 residents within 30 minutes (Basically 100% using airport within 30 minutes.

Natchitoches Regional has on-site weather.

Natchitoches Regional has approaches on primary with ILS

RL – City of Natchitoches/Natchitoches Regional Airport

New Orleans Intl. Airport service area extends from Pensacola Fl. To Lake Charles. It also includes the Gulf Coast of Mississippi and the lower half of Mississippi from Jackson to New Orleans. The majority of LA passengers want to come to New Orleans.

DS – New Orleans Intl. Airport

Should incorporate land use issues with investment decisions. Re: evaluate amount of available land surrounding each airport for:

1. value added activity related to air cargo
2. distribution facilities related to air freight cargo
3. at what point will land be at full build-out

KP – Regional Planning Commission/New Orleans

SAFETY

Load capacities of service drives in comparison to service vehicles.

LL - Governor’s Aviation Advisory Commission

2. Look at State runway length with commercial aircraft and make adjustment.

CG – GAA & LAA

Review ARFF

RM – Shreveport Airport Authority

Need a more time sensitive system of providing PCI rating – 3 to 4 years ago is too long.

DY – Louisiana Travel Promotion Association

Should include number of A/P that have FAA certification under FAR 139.

Number of A/P with ILS.

RL – Gov. Aviation Advisory Commission/LA. Air Trans. Advisory Council

Number with ARFF coverage on-airport/off-airport.

RW – New Orleans Aviation Board

Number of Runways of 10,000 foot or more.

Status of “State of the Art” equipment in tower.

Passenger Security vs. airline security.

Safety infrastructure.

Medical Aid.

Fire Protection.

JRO – New Orleans International Airport

Natchitoches Regional meets all FAA design standards.

Primary @ 5003’/100’ width.

Don’t know PCI on the runway & taxiway but will check.

Natchitoches Regional has all clear approaches.

RL – City of Natchitoches/Natchitoches Regional Airport

ECONOMICS

An inventory of Ag. aircraft registered in each geographical area should be identified and related to Ag. aircraft utilization under current conditions and estimated utilization under further development and expansion of current GA airports and possible emergency use alternative sight landing facilities for restricted Ag. Aircraft.

LL - Governor’s Aviation Advisory Commission

1. Be more specific on ag in place work with LA State of Agriculture

2. We need names & places of airport not just number

CG – GAA & LAA

What elements are preventing LA airports from getting their share of air cargo in comparison to Houston, Dallas/FW, Denver and Atlanta?

What existing LA airports have the available land for on-site manufacturing and intermodal cargo capabilities and how much land is available on the airports site?

How many LA airports can expand their runways to 11,000 to 13,000’?

GD – LA Airport Authority

Reasons that certain facilities are underutilized.

Steps to take to increase utilization.

Types of leases other than Air Service & Air Cargo such as Aviation Manufacturing & Maintenance.

What other types of activities exist at LA airport?

RM – Shreveport Airport Authority

Change to top 100 Airports.

Runway lengths need to be standardized as a system of management.

DY – Louisiana Travel Promotion Association

Need to know existing conditions to determine if benchmark is appropriate.

Need benchmark for Value Added Services, i.e. payroll, etc.

DW – LA DOTP

Should include number A/P with Industrial Parks.

Should include number A/P with large main hangers.

Should include number A/P with large land areas for expansion of industrial activities.

RL – Gov. Aviation Advisory Commission/LA. Air Trans. Advisory Council

Measurement of based aircraft.

LJ – New Orleans Intl. Airport

Number with Federal Inspection Services (Customs and Immigration).

Number with direct Interstate highway access.

Number with wide body capable ramp area.

RW – New Orleans Aviation Board

Planned pursuit of lowered PFC.

Planned investment/objectives for future growth.

Periodic economic development plan.

JRO – New Orleans International Airport

Natchitoches Regional has two on-site fixed wing ag services & one rotary ag service all on leased sites. Occasionally we have a contract ag applicator operate for limited times at FBO location.

Natchitoches Regional regularly handles corporate jets.

RL – City of Natchitoches/Natchitoches Regional Airport

- You should evaluate the real extent air freight cargo moves to rail, barge container movements.
- Evaluate existing air cargo volumes at each airport in state number of flights facilities.
- What is the demand for air freight cargo capabilities?
- What % of each airport's freight cargo is trucked air cargo?

Using the above data, determine the ability of each airport to accommodate future freight flows. Then use this as one criteria when making investment decisions.

Please include location & names for your "no's. of ..." Incorporate business forecasts & opportunities around each airport such as hangars, warehouse distribution centers, manufacturing with value added prospects.

KP – Regional Planning Commission/New Orleans